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A large invoice of DANDY LAMPS, acknowledged to be the best buggy lamp in the market.

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## To Whom it May Concern:

Since January 1, 1901, and until further notice, we offer to the public the following rates for

NOR'WEST (Douglass Fir).	Clear, surfaced one side, up to 18
NOR WEST (Douglass Fil).	in. wide 36 00
Per M. Ft.	Clear, surfaced one side, over 18
Rough Merchantable, 1x6 to	in. wide 38 00
6 x 8, not over 32 feet long\$27 00	Tongued and Grooved 36 00
Rough Merchantable, over 12 in.	Rustics and Clapboards 36 00
wide, or over 32 ft. long 28 00	Railroad Ties 26 00
Rough Merchantable, 1x3, 4, 5	
and 11/4 x 4 29 00	SPRUCE.
Rough Timber, 5 x 10 and over 32 50	
Selected Stock, advance over	Clear, surfaced one side, 12 and
above 6 00	
Tongued and Grooved, 1 x 6 36 00	Clear, surfaced one side, 16 and
Tongued and Grooved, 1 x 4, 1% x	18 in 42 50
4 and 6 38 00	SHINGLES.
Rustic and double-lap siding 28 00	Per M.
Clear, surfaced one side, slash	Pedward common \$ 2 00
grain 36 00	Redwood, fancy 4 56
Clear, surfaced, one side, vertical	Codes come 69
grain 40 00	Codes come E 9
Clear, surfaced, one side, stepping 40 00 Pickets, rough pointed, board	Cedar, shaved 5 00
measure	LATHS.
	Per Bdle.
REDWOOD.	4 ft., 100 to bundle\$ 0 65
Per M. Ft.	6 ft., 50 to bundle 65
Rough Merchantable \$27 50	8 ft., 50 to bundle 85
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Rough Clear 35 00	Each
Rough Battens, 1/2 x 2 and 3 32 50	Split Redwood \$ 0.22

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WELIMAN, PECK & CO., DISTRIBUTOR and Germany one. Of first and second as being their expert adviser, these fig-

# WATERFRONT NEWS.



THE ABOVE PICTURE IS A PORTRAIT OF MATE JOSEPH IRVING OF THE INTER-ISLAND STEAM NAVIGATION COMPANY'S SMART LITTLE STEAMER IWALANI. THE IWALANI IS ONE OF THE BUSIEST VESSELS OF THE FLEET AND IRVING IS CONTINUALLY HUSTLING TO KEEP UP HER GOOD REPUTATION. HE IS A SAILOR OF MUCH EXPERIENCE AND WHAT HE DOES NOT KNOW ABOUT HANDLING A HELM, A LINE, A WINCH, A PIECE OF CANVAS OR A CARGO, TO SAY NOTHING OF A SECOND HELPING TO PIE AT DINNER, ISN'T WORTH BEGINNING TO

LD salts along the waterfront pre- sia and France eight, and Germany dict that another Kona is likely six. and moderated as the Sunday sun sank to his rest. Now the breezes are gradwise ones in matters meteorological promise a Kona before long.

#### What the Ships Are Doing.

The Chilean barkentine Alta is still discharging coal at Navy wharf No. 2. She is high up out of the water now and will soon have all her coal for the and the six new American armored army ashore. Right next to the Alta, cruisers of the California class are true lying at Navy wharf No. 1, is the horse transport Thyra. She is an ugiylooking craft, and has a dirty appearance as well. Coal is being put aboard the Thyra. This is no easy business, for the transport has no side ports, and all the coal has to be holsted up onto her deck and dumped down into her bunkers. Considerable time is consumed and many men are employed, and much coal is spilled in the handling, which has to be shovelled and handled

all over again. The American bark Andrew Welch, which arrived here from San Francisco be followed by a speed trial of 22 knots, on December 6th, has moved over to the Railway wharf, where she is tak-ing on a cargo of sugar for San Francisco. The American barkentine Irmgard, is at present at the Inter-Island wharf, taking on sugar from the steamer W. G. Hall. The steamer Noeau, which arrived here on Saturday morning from Kauai, discharged her of \$5,000 is imposed for each ope-quarcargo of sugar into the hold of the

The Irmgard arrived here from San Francisco on the 30th of last month, and has received quick dispatch. Captain Schmidt is her master.

At the Railway wharf the barkentine Archer is loading sugar and will get Calhoun brought her here on the 15th of last month.

The big ship William H. Macy is altaking on of ballast before she sets commanded by Captain Groth.

is expected to leave for San Francisco via Kahului today. She stops at Kahului to take on sugar for the Coast.

and Neptune are to be modernized and and M. Lockroy, the predecessor of M. receive new boilers and a change of Lanessau, strongly condemned it. 000 for each ship. The Duperre was built in 1871 at a cost of \$2,800,000, and the Neptune cost \$3,900,000 in 1887. They are both antiquated ships, and the Neptune has a poor reputation as to sea-going qualities.

The British cruiser Europa, of 11,000 year ago, and has made one cruise only, is to be reboilered. The Bellworse than useless, and it has been of about \$150,000.

Additional frauds in the Japanese navy are coming to light, three clerks at the Saheho dockyard and four merchants having recently been arrested, charged with embezzlement and collusion. The frauds appear to be almost general at the several shore stations, several high rank officers and a num-

The Earl of Selborne, the new first with early telegraphic communication belord of the British Admiralty, has retween the Australian Colonies and the signed the chairmanship of the church Mother Country, at a time when the posdefense committee. He is still, how-sibilities of a Pacific cable first came un-ever, one of the directors of the P. & der earnest discussion. Twenty-seven O. Steam Navigation Company, which years have passed by since the Interna-receives a liberal annual subsidy from tional line was opened, and it is interestthe Admiralty, and there has been no ing to be reminded that the business done

Aboukir, Bachante, Euryalus, Hogue and Sutlej, now in course of construction. They are sheathed and coppered, cruisers of the California class are improved copies of the British type.

The three Russian torpedo vessels,

Osiotr, Kepal and Losos, building in France, will be subjected to unusually severe tests before being accepted, and their construction involves a great expense, in that the frames and hulls are to be of nickel steel, which is very difficult of working. The boats are to steam 26 knots with 4,750 horse-power. The trials include one of eight hours at 14 knots to ascertain the coal consumption, after which there is to be a six-hour trial at full speed. This is to during which the behavior of the engines is to be carefully noted, and within two hours of the end of this trial the boats are again to make a There is a penalty of \$3,000 for each hoped to be formerly. one-quarter knot less than 26 and down to 25 knots, at which a penalty ter knot down to 24 knots, which latter is the lowest limit of acceptance. A miscalculation or a breakdown may thus cost the contractors \$32,000, which would more than wipe out the profit on the \$300,000 contract.

M. Lanessau, Minister of Marines, contemplates certain radical improveaway for the Coast very soon. Captain ments in the French navy, the principal of which is to reorganize the system of naval construction. He contemplates placing that bureau under the most ready for sea; she looms high direction of a naval engineer and the above the wharf, and is completing the executive bureau under civilians. The term naval engineer in the French sail for the Sound. She arrived here navy is different from what is implied from Sydney on the 23d of December, by that title in the American and British navies, the French engineer being There are at present twenty-seven a naval constructor and marine engine deep-water sailing vessels in the har-designer. M. Lanessau's object in bor. Very few of this number are making these changes is to fix individ-The steamer Charles Nelson, which arrived here on Sunday from Seattle, business. Under the form ment a council of sixteen officers, seagoing naval engineers were wrestling with the preliminary designs of new ships, and after determining the general outline, detailed designs were in-The following items of interest con-cerning the world's navies are gath-ered from the San Francisco Call: vited from the engineers at the five dockyards. It is not to be wondered at that so many ships, designed under The French armored ships Duperre such a system, have proven failures,

#### Trans-Pacific Cable

The London Daily Telegraph of December 5th, discussing the trans-Pacific cable, says in part:

In prominent City circles yesterday considerable satisfaction was expressed at the announcement of the acceptance by tons, which was completed about one the Pacific Cable Committee of the Telegraph Construction and Maintenance Company's tender for laying the "Allville boilers in the ship have proved British" cable, a scheme which, according to the contract, is to be completed by the year 1902. The sallent features of this decided to apply the only remedy to the year 1902. The salient features of this cure the defect—the taking out of her important undertaking, so long the dream thirty boilers. It involves an expense of Colonials, together with the main adimportant undertaking, so long the dream vantages it will bring in its train, have already been dwelt upon in these columns, and the opinions therein expressed yesterday found hearty endorsement from lips of influential gentlemen who have given the subject their close consideration for a great number of years.

Now that the long-discussed scheme is on a fair way to becoming an accomplishber of clerks being implicated at three ed fact, it may be of interest to give a brief retrospect of a few facts connected

intimation of his resignation nor inten- in 1873 consisted of 8,952 messages to and tion of so doing. from the Colonies. The decade that fol-The British Navy League calls atten- lowed witnessed a remarkable develoption to the fact that the fighting ment, and in 1884 the messages sent and strength of Great Britain in China received reached a total of 48,896, reprewaters is far inferior to that of France senting an average annual increase of 40 and Russia combined, and only slight- per cent. Sir (then Mr.) Sandford Flemly superior to that of Germany. Enging, who is to be numbered among those land has but three armored cruisers, who have been most active in advocating whereas Russia and France have six the Pan-Britannic system, and by whom

Government, wrote at that period to the Premier as follows: "Whatever route be followed by the cable across the Pacific, the object will be to bring the group of Australian Colonies into direct telegraphconnection with Canada, and secure a means of communication between them and England, independent of all lines passing through or in proximity to Europe. Messages will be conveyed by the new line at lower rates than are now exacted, and the immediate effect which must follow its establishment is manifest. The cost of telegraphing (he added) between Australia and England will be reduced, intercourse will be facilitated be-tween the sister Colonies and Canada, and an impulse given to commercial ac-

It may be recalled further that in 1896 when the possibility of such a scheme first began to assume tangible shape, the Agents General for the Colonies, addressing Sir Charles Tupper, then High Commissioner for Canada, declared that they had considered the whole question, and were of opinion that a substantial com-pany could be formed to connect England telegraphically with Australia, through Canada and the Pacific Ocean, for a total annual subsidy of £100,000 for a period of twenty-five years, half the subsidy to be apportioned to Great Britain, on behalf of the United Kingdom, India and the Crown Colonies, and the remainder, in equal proportions, to Canada, Queens-land, New South Wales, Victoria and New Zealand, Tasmania and Western Australia. Six years ago, when an expert estimate was prepared of the business to be anticipated from a Pacific cable, it was calculated that the gross earnings from its operations during the first twelve months, reckoned at the low tariff of 2s per word-half the amount, it should be borne in mind, of the existing tariff-would be £110,000; for the second year, £126,500; and for the third, £143,-000: and it was further computed that these figures would yield a total surplus for the first three years of £154,500. In conversation yesterday a high authority on the working of submarine tele-

graphs made light of the difficulties the projected undertaking, upon which emphasis has been laid in certain quar-"Some people," he observed, "seem to think that there is likely to be danger by reason of the steep gradient in the av proach to stations like Fanning Island for example. But, in reality, there is no cause for fear, and, as a matter of fact, there is a similar approach to Bermudas where a cable has been laid for many years without any interruption, so far as I can remember, having been suffered. The new cable, this authority proceeded is to be laid in deeper water than the normal depth in the case of submarine work. Three thousand two hundred fathoms will be the average depth, whereas, as a rule, 2,500 fathoms, for such a purpose, is considered deep water. But no difficulty, constructive or otherwise, he added, was to be apprehended on this score. As for the types of cable to be employed, he described them as excellent, and those of the smallest diameter, it appears, will be laid where the water is deepest.

Asked as to the time that messages transmitted over the new system would The British armored cruiser Cressy, be likely to occupy, he replied, after to visit these Islands. The wind of 12,000 tons, has had her first coal some consideration, that in his opinion which was blowing at a lively rate consumption trial of thirty hours un- transmission ought to be effected in from the nor'-nor'east only as recently der one-fifth power. The ship was twenty minutes. The question of longias Sunday morning, hauled to the east down to the designed mean draught or tude is a difficulty that has always pre-26 feet 3 inches, and the engines de- sented itself in this connection. But here veloped 4,731 horsepower, with 208 again, although the same problem neces pounds of steam and 74 revolutions, sarily remains, the new scheme will posually shifting to the south, and the The speed was 13.89 knots, and the coal sess a great advantage, inasmuch as mesconsumption 1.87 pounds per unit of sages dispatched from London, during horse-power. Under full power the en- the City's busiest hours-say, from 10 a gines are to develop 21,000 horse-power m. to 3 p. m.-will, owing to the differand 21 knots speed. The Cressy is of ence in the time, have a clear road across the same class and identical with the the North American continent, so that the rate of transmission during those

hours ought to be very high.
Upon the question of the advantages that may be derived by the public from a possible reduction in the cost of transmitting messages to the Colonies of Fed. erated Australasia it is early as yet to speak. It may be pointed out, however, with reference to the existing tariff of the Eastern Telegraph Company, that it is arranged upon a sliding scale, whereby, when a specified revenue is attained. taking a certain average over a period of three years, a reduction is made of per word. Thus, upon Jan. 1 next, rate, at present 4s a word, will be reducducible minimum is 2s 6d, but, when it is recalled that fourteen years back, when the question of laying a cable across the Pacific was first seriously considered, the tariff was as much as 10s 10d per word it will be recognized that, even as things are, the public are infinitely better of now in respect of the cost of cabling to spin under full speed for two hours, these distant parts than they could have

#### Shipping Notes.

The American ship Charmer, Captain Davis, is on the way here from Oyster

The American schooner Serena Thayer is expected soon at Kahului, from Eureka. The American brig Consuelo, Captain

Page, is out from San Francisco seventeen days for Mahukona. Another vessel about due is the barkentine John Smith, twenty-two days out of Port Blakeley. The American bark Mohlcan, Captain

Kelly, for Honolulu, from San Francisco, is out seventeen days. The American bark Albert, Captain Griffiths, is now eleven days out from San Francisco for this port.

The bark Klikitat is due here from Port Gamble very shortly, having sailed from that port nineteen days ago. The American schooner Honolulu, for Kahului, is about due to arrive there from Newcastle. She is out sixty-one

The American schooner A. M. Baxter. Captain Marshall, arrived in port yesterday afternoon, forty-four days from

The schooner Honoipu arrived also at Kahului, having sailed from Newcastle on the 14th of November with coal. Captain Olsen is her master. The American schooner H. C. Wright, arrived at Kahului on the 10th instant

from San Francisco with a general cargo, having sailed from that port on the 18th of last month. Captain

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